

December 10, 2009

Mr. Christopher Meyer
CEC Project Manager
Attn: Docket No. 08-AFC-13
California Energy Commission
1516 Ninth Street
Sacramento, CA 95814-5512

Mr. Jim Stobaugh
BLM Project Manager
Attn: Docket No. 08-AFC-13
Bureau of Land Management
P.O. Box 12000
Reno, NV 89520

DOCKET

08-AFC-13

DATE **DEC 10 2009**

RECD. **DEC 14 2009**

RE: SES Solar One Project
Applicant's Updated Project Map

Dear Mr. Meyer and Mr. Stobaugh,

Tessera Solar, on behalf of the Applicant, hereby submits an updated Project Map for the Solar One Project (provided as Attachment 1). As demonstrated on Attachment 1, an access road will be built along BNSF right-of-way, leading to the south-western most portion of the Project site. An authorization letter from BNSF is provided as Attachment 2. A summary table of Project modifications associated with this map and previously discussed during the discovery phase of the Project's environmental review is presented below.

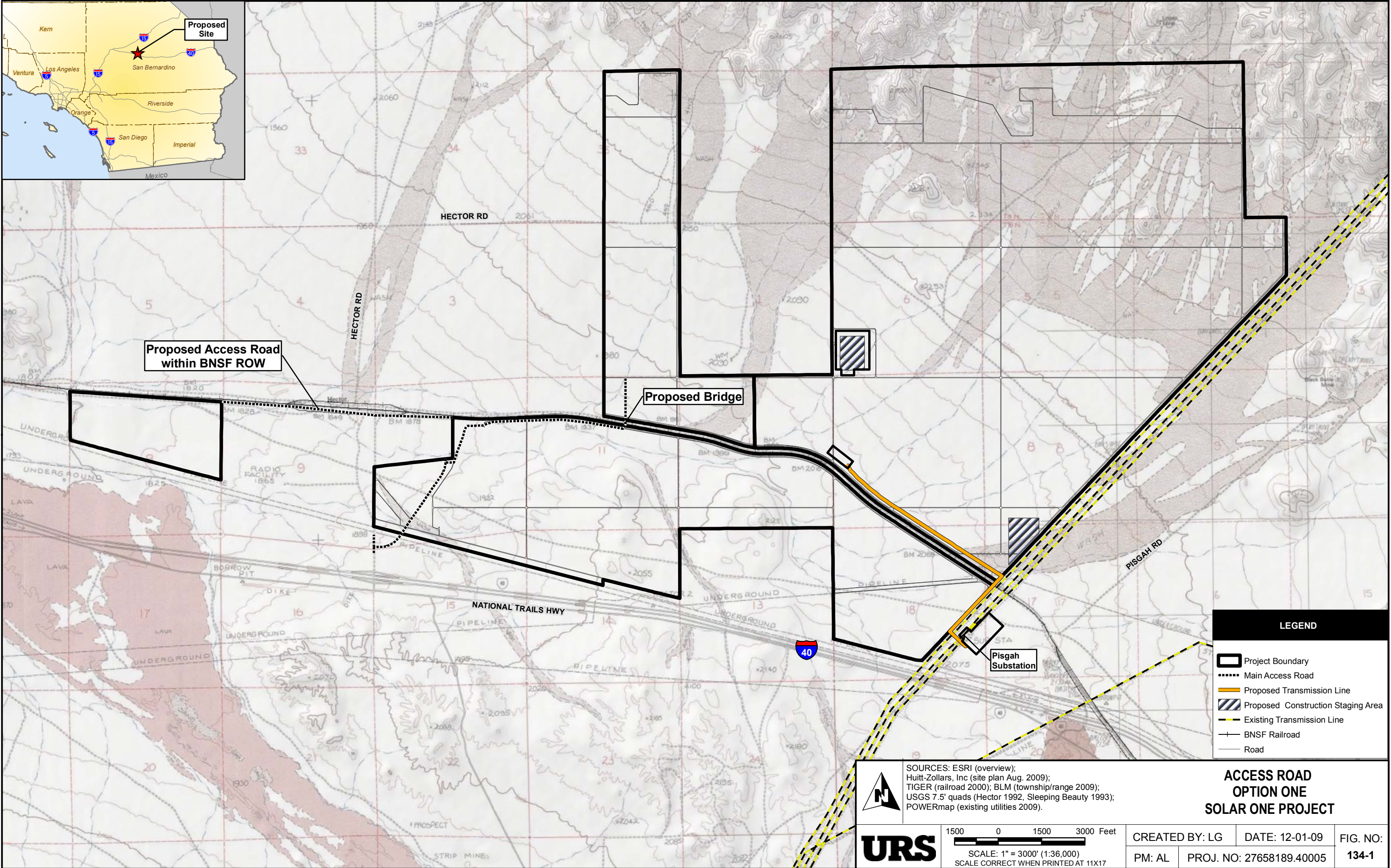
PROJECT MODIFICATION	REASON FOR MODIFICATION
Project Boundary Update and inclusion of access road through BNSF Right-of-Way to access the south-western most portion of the site (discussed herein)	<ul style="list-style-type: none"> • Needed to provide access to the Section which would otherwise be isolated by the sections which are not a part of the Project
Move Solar One Main Access Road and Bridge so that it is within the Project site boundaries (discussed herein)	<ul style="list-style-type: none"> • Reduce off-site impacts associated with the Project
Project Phasing – through consultation with agencies and the public, the Applicant is working to develop a phasing plan that minimizes environmental impacts, where practical. The previously utilized Phase I and Phase II label refer solely to geographic locations (above and below the railroad, respectively) and may not be temporally-significant (discussed in the response to CEC and BLM Data Request 135)	<ul style="list-style-type: none"> • Minimize environmental impacts, where practicable

PROJECT MODIFICATION	REASON FOR MODIFICATION
Hydrogen System – Use centralized hydrogen production, storage, and distribution system (discussed in the response to CEC and BLM Data Requests 139-141)	<ul style="list-style-type: none"> • Improve efficiency of the hydrogen system • Reduce greenhouse gas emissions by generating hydrogen through electrolysis rather than reformation of natural gas • Reduce vehicle emissions and particulates associated with hydrogen tank deliveries
Vehicle Types and Trips – Reduce overall vehicle numbers and trips during construction and operation; use gasoline, natural gas, and alternative fuel vehicles where possible (discussed in the response to CEC and BLM Data Requests 1-48)	<ul style="list-style-type: none"> • Reduce air, particulate, and greenhouse gas emissions associated with vehicular traffic during construction and operation
On-site Road System – Eliminate a majority of the east-west on-site road system and minimize roads in washes (discussed in the response to CEC and BLM Data Requests 1-48)	<ul style="list-style-type: none"> • Reduce air and particulates associated with vehicle trips • Reduce impact to biological resources associated with washes
On-site Road System – Apply soil stabilizer on all road surfaces early in construction (discussed in the response to CEC and BLM Data Requests 1-48)	<ul style="list-style-type: none"> • Reduce water requirements during construction • Reduce particulate emissions associated with construction and operation activities
On-site Road System – Change design of stream bed crossings (eliminate some Arizona crossings and use at-grade crossings with debris basins) (discussed in the response to CEC and BLM Data Request 81, the DESCP/SWPP)	<ul style="list-style-type: none"> • Reduce the number of Arizona crossings and other erosion control intrusions that would alter the streambed grade and further obstruct flow in floodways
Deletion of Satellite Services Complex (discussed in the response to CURE Data Request 364)	<ul style="list-style-type: none"> • Reduce ground disturbance associated with the additional complex
Project Financing – Use of stimulus funds through the U.S. Department of Energy initiative	<ul style="list-style-type: none"> • Fully utilize funding opportunities and initiatives associated with federal programs for renewable energy

I certify under penalty of perjury that the foregoing is true, correct, and complete to the best of my knowledge.

	associated with hydrogen tank deliveries
Vehicle Types and Trips – Reduce overall vehicle numbers and trips during construction and operation; use gasoline, natural gas, and alternative fuel vehicles where possible (discussed in the response to CEC and BLM Data Requests 1-48)	<ul style="list-style-type: none"> • Reduce air, particulate, and greenhouse gas emissions associated with vehicular traffic during construction and operation
On-site Road System – Eliminate a majority of the east-west on-site road system and minimize roads in washes (discussed in the response to CEC and BLM Data Requests 1-48)	<ul style="list-style-type: none"> • Reduce air and particulates associated with vehicle trips • Reduce impact to biological resources associated with washes

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Greg Rousseau

Project Engineer

BNSF Railway

Company

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San Bernardino, CA

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greg.rousseau@bnsf.com

November 20, 2009

Felicia Bellows
V.P. of Business Development
Tessera Solar
4800 North Scottsdale Road, Suite 5500
Scottsdale, AZ 85251

Subject: BNSF Application for an Exclusive Right of Way

Dear Ms. Bellows:

It is my understanding that Tessera Solar/Stirling Energy Systems, Inc (SES) is in the process of developing the area north and south of the BNSF Railroad line for a solar facility. The project is located 37 miles east of Barstow, CA. Tessera Solar/SES is requesting permission to access a portion of their project utilizing a portion of the existing BNSF right-of-way (see attached map).

BNSF will not oppose granting Tessera Solar/SES access to Tessera property via BNSF right of way. The location of the access will be between BNSF Needles Subdivision Milepost 712.5 to 714.5 and will be more specifically defined at a later date.

The details of the type of access (easement or lease) can be defined in the Agreement Process with Jones, Lange, La Salle, BNSF Railway property agents.

All local, state, and federal permits must be obtained for grading, drainage, etc. My office will review and approve the roadway grading plan prior to the roadway work being performed.

If you need anything further or have any questions relating specifically to this application please do not hesitate to contact me at 909-386-4079.

Sincerely,

Greg Rousseau

Greg Rousseau, Project Engineer
BNSF Railway Company
740 East Carnegie Drive
San Bernardino, CA 92408



**BEFORE THE ENERGY RESOURCES CONSERVATION AND DEVELOPMENT
COMMISSION OF THE STATE OF CALIFORNIA
1516 NINTH STREET, SACRAMENTO, CA 95814
1-800-822-6228 – WWW.ENERGY.CA.GOV**

**APPLICATION FOR CERTIFICATION
For the SES SOLAR ONE PROJECT**

Docket No. 08-AFC-13

PROOF OF SERVICE

(Revised 12/2/09)

APPLICANT

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DECLARATION OF SERVICE

I Corinne Lytle __, declare that on December 11, 2009, I served and filed copies of the attached letter describing Project Updates and Project Overview Map from the Applicant. The original document, filed with the Docket Unit, is accompanied by a copy of the most recent Proof of Service list, located on the web page for this project at: [www.energy.ca.gov/sitingcases/solarone].

The documents have been sent to both the other parties in this proceeding (as shown on the Proof of Service list) and to the Commission's Docket Unit, in the following manner:

(Check all that Apply)

FOR SERVICE TO ALL OTHER PARTIES:

_____ sent electronically to all email addresses on the Proof of Service list;

_____ by personal delivery or by depositing in the United States mail at _____ with first-class postage thereon fully prepaid and addressed as provided on the Proof of Service list above to those addresses NOT marked "email preferred."

AND

FOR FILING WITH THE ENERGY COMMISSION:

_____ sending an original paper copy and one electronic copy, mailed and emailed respectively, to the address below (*preferred method*);

OR

_____ depositing in the mail an original and 12 paper copies, as follows:

CALIFORNIA ENERGY COMMISSION

Attn: Docket No. 08-AFC-13

1516 Ninth Street, MS-4

Sacramento, CA 95814-5512

docket@energy.state.ca.us

I declare under penalty of perjury that the foregoing is true and correct.

original signed by

Corinne Lytle